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we could see at one glance the whole era of the State of New York, we should see it cut in every direction with the tracks marked out for these chained thunderbolts to run upon. At every hour, and every minute of the day, and of the night, we should see them rushing from point to point, with the speed of the lightning, and crossing the direction of each other's tracks like cannon balls on a field of battle.

He must be a fool-hardy man, one would think, who should dream of riding such a monster. One might as well saddle a bomb shell, or a Paixhan shot, for the sake of speed. Suppose some little stone should get wedged upon the track; or some misplaced switch should turn off; or a pin, the size of a finger, should break; or some one of ten thousand trifling accidents should happen; what would become of the lives of those who had entrusted themselves to its care? And yet, during the last twelve months, no less than eight millions four hundred and forty-five thousand nine hundred and ten persons rode upon the Railroads of this State alone.

And out of this vast number, less than one hundred lost their lives from Railroad accidents. The chance observer would say that this small proportion of casualties is even more astounding than the Railroad itself. And so, indeed, in many of its aspects, it is.

And yet, there can be no doubt that traveling by Railway is the safest mode of traveling yet discovered; and that, for the simple reason that it depends more completely than any other, upon fixed principles that can be understood and by agencies that can be controlled by the intellect of man. A horse will sometimes run away; he has a will of his own, and his freaks can not always be foreseen. The locomotive has no will—no passion—no life, but what man gives, and can guide, check, control, or take away. Everything connected with the Railroad—the track, the motive power, the wheels, the cars—every agency employed about it, and everything on which its movements in any degree depend, can be distinctly understood and subjected to the complete control of the presiding intellect. The exact exercise of this entire mastery, is all that is necessary to render Railway traveling perfectly safe.

And the fact that it is exercised with different degrees of fidelity upon different roads, is what makes one road safer, or less safe, than another.—N. Y. Daily Times.

Yankeeism.

The following anecdote, in substance, was related to me by a Revolutionary officer. Whether it is founded on fact or not, it is characteristic of Yankee resolution and skill in stratagem, "in those times that tried men's souls," and bodies too.

A British war-like vessel of considerable force, was cruising off the coast of Connecticut for some days, which was a sight not at all agreeable to the Yankees on shore. One of whom undertook to put a stop to such insolence. For this purpose, he collected a crew of hardy, resolute fellows like himself, chartered a stout coasting vessel, loaded the deck, to all appearance, with barrels, boxes, &c., fit for the coasting trade, stowed his comrades below, well armed with cutlasses, pistols, and other implements fit for boarding; and with only hands enough on deck to work the vessel, set sail on this adventurous expedition.

He was soon in sight of the man of war, which made sail for him; he pretended to crawl off as fast as he could but did not greatly hurry himself. Ere long, they were in hailing distance, when the following conversation ensued:

Capt. Jonathan.—Ahoy! what vessel's that?

Capt. Bull.—A British man of war; what are you, where are you from, where are you bound?

J.—I am an American coaster, from Stonington harbor, bound all along shore.

B.—Where's Stonington harbor?

J.—You are a pretty fellow for a man of war, and don't know where Stonington harbor is!

B.—None of your impudence. I'll fire into you, and sink you. What are you loaded with?

J.—Sass upon deck, and meat in the hold, and the deacon's ile besides: so fire away and be darned, and stave that and see who'll pay for it.

B.—Come along side you rebel rascal, or I'll blow you sky high.

J.—Well I must, I suppose, for them great guns there, look darnation pokerish!

Upon this, Jonathan, taking advantage of wind, immediately ran foul of, and grappled the British vessel: his crew immediately rushed upon deck, proving to the surprise and infinite astonishment of the British, that the "meat in the hold" was all alive! They were wholly unprepared for resistance, and surrendered at discretion.

"Now," said Jonathan, "haul down that ere rag from aloft, and we'll

show you Stonington harbor about the quickest!" This was speedily accomplished, as much to the joy of the Yankees as to the chagrin and mortification of their captives.

Success in Business.

A successful business man is a chemical compound of the intellectual and the physical. We lay the emphasis on chemical, because a chemical compound differs entirely from either of its ingredients—it is not a mechanical mean between them, but a new substance. So a successful business man differs entirely from a man of mere intellect, a man who has all sorts of sense besides common sense—mind without any authority over matter, or on the one hand, and from the stupid, unreasoning plodder on the other. He is so different that his success can not be comprehended by either of the other.

The time was when business was business, and a man got along in the world if he kept active and always at it. But it is no longer. A man must be reasonably active to succeed, now, but he must be more—he must be a thinker—a philosopher. The more intellect he can put into composition with his action the better, and without a good deal he is run over, left out of sight, lost.

We are told that this is an age of materialism—of physical development. True enough, but why? Because it is an age in which the human mind has waked up. The intellect has put on the harness to conquer matter. We are now in the midst of entirely new modes of effecting almost every physical end—of supplying every corporeal necessity. The old rules and modes are superseded, not by new rules and modes, to be conformed and committed to memory, but by activity of mind making its own rules. A man does not now creep along the shore sailing by the old known headlands, but takes compass, chronometer and quadrant on board and steers his own independent course, shaping his means to his own end.

This prime necessity of mind, intellect, gumption, to seize all the new facilities of business, is illustrated in nothing better than the use which business men make of the press. A great part of the producers, and almost all the distributors of goods, that is, the manufacturers and merchants—have a capacity of doing business which is only limited by the circle which circumscribes their notoriety.

They might sell twice as much, and reap more than twice as much profit, if they were known twice as far. And the press gives them the means of being known twice as far. The only trouble is that they often lack the intellect to use it. They have not the brains to comprehend the nature of the investment. Those who, for example, see the value of 6,000 letters of introduction, such as may be had in the Chronotype any morning for the price of a man's breakfast, and which will make them and their business known to more than 20,000 readers, succeed and make fortunes, without one grain more of physical toil—perhaps even less.

Let us say then to all young men—Cultivate the mind, mix thought with your toil, understand the times in which you live, and don't go by donkey power when you may go so much faster by steam.—Chronotype, Boston.

At what Hour do Birds Awake?

To this question who can reply? Can you, indelicate travelers, who by night and day, like the wandering Jew, are marching onward? No, no; in your journey through this world, you enjoy the merry note which the bird of God flings out upon the air, and ask no more.

Can you, intrepid hunters, who at early dawn taking flint and pouch, start off in pursuit of game up and away before you? No; for at the hour when your foot treads the plain, the lark is already chanting, above your head, its matin song.

Can you, indolent lady? Oh, no; for if your tips modulate a nocturnal melody beneath the shady avenues of the park, by the soft moonlight, the nightingale alone replies; and besides, what imports to the hour when the concert commences? Do you not at your awakening hear its full harmony?

M. Duran de la Malle, for thirty years was in the habit of retiring spring and summer, at seven o'clock in the evening, and rising at midnight. Many would call this singular eccentricity; I would say that this is the way to acquire knowledge.

M. Duran de la Malle, rising at midnight, evidently had an opportunity to anticipate the rising of the birds who inhabit his garden. I ought to add that he had previously provided himself with the means of discovering the secrets of their little households. The largest hospitalier, the most attentive cater, had familiarized the wildest birds; so that he could with impunity visit them in their nests, touch

their eggs and their little ones, and the birds, on their part, returned his visits; a touching reciprocity which opened to one science in prospective; and the other, the doors of the cupboard. The Academician was able, by visiting the nests, to determine the causes of the early or late awakening of each species.

We will mention the ordinary hours of awakening of the most common. These hours, from the first of May to the sixth of July, the period during which the experiment took place, were:

For the greenfinch, from one to half-past one in the morning.

For the linnet, from two to three.

For the quail, half past two to three.

For the blackbird, half past three to four.

For the red-headed linnet, three to half past three.

For the sparrow, five to half past five.

For the tom tit, five to half past five.

It will be seen that the greenfinch is the earliest and the sparrow the latest riser among the birds observed. Who would believe that the sparrow, that hungry and thievish bird, is the latest of his species? So science tells us.